

**VCTC STAFF REVIEW CHANGES
MADE SUBSEQUENT TO TRANSCOM SUBCOMMITTEE**

1. Wells Road Stop Improvement: “Increased Capacity/Ridership” score reduced from 17 to 14 as the scope includes a bus shelter plus pedestrian improvements and the application did not address the prognosis for the shelter being implemented given the track record of the City’s Design Review and Council approval processes with regard to transit shelters.
2. Simi Valley Bus Shelters: “Increased Capacity/Ridership” score increased from 5 to 14 to reflect the very low cost associated with the project, relative to the ridership improvement.
3. Simi Valley Marketing: “Increased Capacity/Ridership” score increased from 10 to 17 to reflect the very low cost associated with the project, and to be consistent with the “Air Quality Improvement” score for the project.
4. Gold Coast Service Life Extension: On Attachment C, two-phased project combined into one for ease of presentation.
5. VCTC Intercity Buses: The subcommittee wanted to consider sharing the shortfall between the Gold Coast Service Life project and the VCTC Intercity Buses project. VCTC staff recommends against a reduction in the VCTC project, since it is the only recommended project to benefit the area outside of the Gold Coast Transit District.
6. Total Available Funding: At the subcommittee meeting it was believed that the pending approval of SB 1 Active Transportation Program (ATP) funds would reduce the amount of CMAQ requested for certain bicycle projects, and that these funds could be used for transit projects instead. Further analysis has indicated that the available SB 1 funds will only be sufficient to fund portions of the ATP projects that were assumed in the CMAQ applications to be funded from ATP, meaning the ATP funds will not reduce the amount of CMAQ funds required by the recommended CMAQ projects. As a result, the amount of available funds for transit projects is \$678,000 lower than the number used at the subcommittee meeting.